

## PUBLIC UTILITIES COMMISSION

320 W. 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013



December 22, 2017

File Number: XREQ 2017110003  
Mar Vista Drive  
City of Vista, San Diego County

Emilio Rodriguez, P.E.  
Senior Engineer  
San Diego Association of Governments  
401 B Street, Suite 800  
San Diego, CA 92101

**SENT VIA EMAIL**

**Re: General Order 88-B Request for Authority to Alter the Mar Vista Drive At-Grade Highway-Rail Crossing, CPUC Crossing Number 106E-111.20 and DOT Number 027570R in the City of Vista, County of San Diego**

Dear Mr. Rodriguez:

This refers to your letter, dated September 25, 2017, received by us on November 16, 2017, requesting authorization, pursuant to California Public Utilities Commission (Commission/CPUC) General Order (GO) 88-B, to modify the Mar Vista Drive highway-rail at-grade crossing (crossing) of the North County Transit District – SPRINTER (NCTS) tracks, in the City of Vista (City), County of San Diego. The crossing is identified as CPUC Crossing No. 106E-111.20 and DOT No. 027570R. The modifications are proposed by the San Diego Association of Governments (SANDAG) as part of the Inland Rail Trail project construction.

The two track crossing consists of a north-south roadway with one through lane and one left-turn lane in the southbound direction, and one through lane in the northbound direction. There is a raised median on both sides of the tracks. Mar Vista Drive intersects with Phillips Street approximately 50 feet south of the tracks and “STOP” signs are provided on the eastbound and westbound approaches from Phillips Street. There are median-mounted Standard 9 (flashing light signal assembly with automatic gate arm) and curb-mounted Standard 9-A (Standard 9 with additional flashing light signals over the roadway on a cantilevered arm) warning devices along both the northbound and southbound approaches to the tracks. The curb-mounted warning device masts have existing supplemental flashing light signal pairs (backlights) that are visible to both pedestrian and vehicular traffic. NCTS operates approximately 64 rail transit (Sprinter) trains daily with a maximum speed of 48 miles per hour (MPH), and BNSF Railways or Pacific Sun Railroad operate approximately 1 freight train daily with a maximum speed of 30 MPH at the crossing. The average daily traffic at Mar Vista Drive is approximately 10,786 vehicles as of 2014.

SANDAG proposes the following alterations as indicated in the request letter and/or shown in the attachments:

- Construct a shared-use path approaching the intersection of Mar Vista Drive and Phillips Street, south of the SPRINTER tracks;



- Install traffic signals with pedestrian signal heads at the intersection of Mar Vista Drive and Phillips Street;
- Install a traffic signal interconnection to the railroad equipment, including a supervisory circuit and at least 31 seconds of advance preemption;
- Install two blank-out symbolic No Right Turn (R3-1) signs facing westbound Phillips Drive;
- Install a “STOP” sign (R1-1) and stop markings along each approach of the trail to Mar Vista Drive near the tracks;
- Install a marked crosswalk at the northern leg of the intersection;
- Construct Americans with Disabilities Act compliant curb ramps at the north leg of the intersection;
- Modify the existing raised median on the northern leg of the intersection, south of the track, including a pedestrian refuge area;
- Install detectable warning surfaces at the curb ramps and median pedestrian refuge area;
- Install detectable warning along the sidewalk on each approach to the tracks, at least 12 feet from centerline of the nearest track;
- Apply “KEEP CLEAR” markings;
- Install/maintain a 4-foot high fence between the trail and the tracks; and
- Install/maintain California Manual on Uniform Traffic Control Devices (CA MUTCD) compliant signage, including “50 FEET BETWEEN HIGHWAY AND TRACKS BEHIND YOU” (W10-11b), “PUSH BUTTON FOR GREEN LIGHT” (R10-26), “KEEP RIGHT” (R4-7), No U-Turn (R3-4), and “DO NOT STOP ON TRACKS” (R8-8).

The Commission’s Rail Crossings and Engineering Branch (RCEB) investigated the request by SANDAG and finds that it adequately addresses compliance and safety. As SANDAG, NCTS and the City are in agreement as to the design and apportionments of the cost under the provisions of GO 88-B, the improvements as described in the request letter and/or shown in the attachments dated September 25, 2017, and summarized above, are authorized. All parties shall comply with all applicable rules, including Commission GOs and the current version of the CA MUTCD, published by the California Department of Transportation. SANDAG must complete all the proposed alterations mentioned above for RCEB to consider this GO 88-B application closed.

Temporary traffic controls shall be provided in compliance with current version of the CA MUTCD. Refer to CA MUTCD Section 6G.18 and Figure 6H-46 regarding “Work in the Vicinity of a Grade Crossing.”

NCTS must ensure that Emergency Notification Systems signs are installed to comply with CFR 234.309.

This project is categorically exempt from the requirements of the California Environmental Quality Act of 1970, as amended. [California Public Resources Code §21084].

This authorization shall expire if the above conditions are not complied with, or if the work is not completed, within three years of the date of this letter. Upon written request to RCEB, the time to complete the project may be extended. Any written request for a time extension must include concurrence letters by involved parties in support of the time extension. If an extension is requested, RCEB may reevaluate the crossing prior to granting an extension.

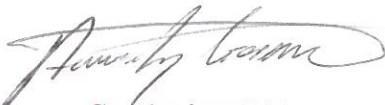
Within 30 days after completion of this project, SANDAG shall notify RCEB that the authorized work is completed, by submitting a completed Commission Standard Form G title *Report of Changes at Highway*

*Grade Crossings and Separation.* Form G requirements and forms can be obtained at the CPUC web site Form G page at <http://www.cpuc.ca.gov/crossings>. This report may be submitted electronically to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov) as outlined on the web page.

At the conclusion of the project, NCTS should electronically submit an updated Federal Railroad Administration (FRA) inventory form (Form F6180.71) to the FRA, reflecting the changes. 49 CFR 234 Section 234.409 requires the railroads to submit periodic crossing inventory updates a minimum of once every three years. Commission requests a concurrent copy of the updated inventory form be submitted to [rceb@cpuc.ca.gov](mailto:rceb@cpuc.ca.gov).

If you have any questions, please contact Kevin Schumacher at [kevin.schumacher@cpuc.ca.gov](mailto:kevin.schumacher@cpuc.ca.gov) or at (415) 310-9807.

Sincerely,



Anton Garabetian, P.E.  
Program and Project Supervisor  
Rail Crossings and Engineering Branch  
Safety and Enforcement Division

C: **(SENT VIA EMAIL)**  
Eric Roe, NCTS  
Greg Mayer, City of Vista

